

they are businesspeople who recognize that we need both a vibrant private sector and an adequately funded and well run public sector working together to make the kind of progress that will improve the quality of lives of all of those we represent.

James T. Brett is a very able chief executive of the Council. Mr. Brett is a former State Representative who has a very impressive understanding of the importance of this private-public interaction. During our recess, he wrote a very interesting article published in the Patriot Ledger of Massachusetts making in very strong terms the case for significant improvements in the way in which the federal government deals with Amtrak. As Mr. Brett notes, "the regional consequences would be disastrous if Amtrak were unable to operate."

Mr. Brett cogently addresses one of the important issues that will be facing us when we convene for the 110th Congress, and I ask that his important article be printed here so that Members will have the benefit of this information as we do so.

[From the Patriot Ledger]

GOVERNMENT SUPPORT CRITICAL TO AMTRAK
(By James T. Brett)

Passenger rail is vital to our quality of life and economy in New England, where rail is an integral part of the region's multi-modal transportation system and relied on by so many for daily commuting and business travel.

Yet the future of Amtrak, including the future of the nation's busiest rail route—the Northeast Corridor—will be affected in the coming weeks as Congress works to finalize spending bills before the end of the session.

In July, the full Senate Committee on Appropriations approved \$1.4 billion in funding for Amtrak in the Senate Transportation-Treasury appropriations bill for the 2007 fiscal year, an increase over the current \$1.3 billion allocation, and well above the President's budget request of \$900 million. In June, the House passed its Transportation-Treasury bill for the 2007 fiscal year, which funds Amtrak at \$1.14 billion.

It is critical that Congress approve adequate funding for Amtrak in the upcoming appropriations debate. A 2007 funding level for Amtrak that, at the very least, meets its 2006 of \$1.3 billion will allow Amtrak to continue to operate with some infrastructure investment.

Over the last several years, Amtrak has implemented many reforms, modified service and reduced personnel. More than 14 million people rode Amtrak trains in the Northeast last year and Amtrak had its third straight year of record ridership. In addition, Amtrak has continued its efforts to implement a capital investment plan to bring its infrastructure closer to a state of good repair.

Despite the progress, much important work still needs to be done. In this year's fiscal 2007 request, Amtrak cited Northeast Corridor infrastructure improvements as a critical priority. These include three major bridges in Connecticut—the Thames River, the Niantic River and the Connecticut River Bridges—which date back to the turn of the century and need to be replaced. Forty Amtrak trains run over these bridges daily, providing service between New York and Boston.

Other projects, cited by Amtrak, include the replacement of wood ties on main tracks; the rehabilitation or replacement of much of the overhead catenary system that supplies power; the replacement of major portions of the power supply systems; and the upgrading of interlockings and signal systems.

Amtrak is a vital transportation link for millions of New Englanders. At a time when

our highways are increasingly congested, the regional consequences would be disastrous if Amtrak were unable to operate. Amtrak serves hundreds of thousands of commuter rail riders and represents thousands of jobs in the region.

And highway congestion is not a problem that is going away anytime soon. A new study by the nonprofit think tank the Reason Foundation reported this summer that traffic delays will increase 65 percent and the number of congested lane-miles on urban roads will rise 50 percent over the next 25 years. Even in smaller cities, traffic congestion is expected to worsen substantially over the next two decades. In our region, Massachusetts and Connecticut are both ranked in the top 25 of states that will have the most congested lane miles by 2030.

A safe, reliable passenger rail system is vital to managing transportation in the Northeast. The region's ability to sustain and enhance its economic growth and remain competitive is linked to an efficient regional transportation system which includes inter-city passenger rail. Government support is critical to Amtrak's survival. And it is important that Congress consider these economic factors as they debate funding for Amtrak.

TRIBUTE TO THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION'S PRINTING AND DESIGN OFFICE STAFF FOR ITS OUTSTANDING AND PROFESSIONAL EFFORT IN PRESENTING THE VISION FOR SPACE EXPLORATION

HON. KEN CALVERT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 6, 2006

Mr. CALVERT. Mr. Speaker, I rise today to recognize the outstanding and professional effort of the staff working in the National Aeronautics and Space Administration's (NASA) Printing and Design Office for their high quality work, and contribution to NASA's overall mission. Throughout the course of a legislative cycle, NASA officials meet with Members of Congress and their staff via meetings, briefings and Congressional Hearings. The effectiveness of these interactions is directly attributed to the quality of the products developed by the staff of NASA's Printing and Design Office. Under the outstanding leadership and commitment of the Printing and Design staff, the Agency has been prepared and able to present professional briefing charts, Congressional testimony, posters and publications to the United States Congress in an exemplary manner.

The staff includes: the Head of Printing and Design Office, Michael Crnkovic; the Printing Officer, Stanley Artis; the Printing Specialist, Jeffrey McLean; the Customer Service personnel, Frantz Casmir; the Duplication Specialists, Carl Hammond and Ondray Mackin; and, the Distribution Clerk, Carl Paul. In addition, the competent, professional and expert Exhibit Design Team, consisting of Michael Barnes, Ray Brown and Steve Schaeberle, has enabled NASA to present montages depicting various Space Shuttle missions to Members of Congress that are proudly displayed and observed by all who visit these Members' offices.

I ask my colleagues to join me in recognizing NASA's Printing and Design Team for its role in presenting the Vision for Space Exploration.

IN MEMORY OF BRIAN M. BRIAN

HON. MIKE ROSS

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 6, 2006

Mr. ROSS. Mr. Speaker, I rise today to honor Brian M. Brian of Camden, Arkansas, who died on October 22, 2006, while working in Iraq as a police trainer. Brian M. Brian was 58 years old when the military convoy he was riding in was attacked. Brian M. Brian was working outside of Baghdad as an international police liaison officer.

Before going to Iraq, Brian worked for the Ouachita County Sheriff's Department for 13 years. Brian held many roles within the department and left the office with the rank Captain. In 2005, he became an instructor at the Arkansas Law Enforcement Training Academy. Brian was a veteran of the U.S. Navy, where he served from 1968 to 1971, including a tour of duty in Vietnam. While not serving our state and our country, Brian enjoyed helping people and animals in his community who were in need of shelter, food or help.

Brian M. Brian gave his life to serve our country and will forever be remembered as a hero, a son, and a husband. My deepest condolences go out to his wife Connie. He will be missed by his family, his community and all those who knew him and counted him as a friend. I will continue to keep Brian M. Brian and his family in my thoughts and prayers.

HONORING THE MEMORY OF MR. R.C. CRAFT

HON. JO BONNER

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 6, 2006

Mr. BONNER. Mr. Speaker, Baldwin County and indeed the entire state of Alabama recently lost a dear friend and I rise today to honor him and pay tribute to the memory of Mr. R.C. Craft, a devoted family man and dedicated community leader.

A veteran of World War II, R.C. moved to Gulf Shores from Fort Myers, Florida in 1954, where he parlayed 16 years in the nursery flower business with the H. L. Hobbs Co. into his own business growing gladioli.

After 10 years, R.C. and his only child, Robert, went into the sod business, which continues to this day. By the late 1980s, the company diversified into championship golf courses. They opened Cotton Creek, designed by golfing great Arnold Palmer, as well as Cypress Bend and The Woodlands course.

R.C. was a very personable man who loved to tell stories, but he was also a firm believer in hard work and determination. He was the type of man who would look you in the eye and firmly shake your hand when the deal was done. That was how he did business, and a successful businessman he was.

In 2001, the Baldwin County Commission honored R.C.'s many contributions to the